

COMNAVAIRLANTINST 3141.1L
N34A
OCT 28 1996

COMNAVAIRLANT INSTRUCTION 3141.1L

Subj: AIRCRAFT DESTRUCTIVE WEATHER EVACUATION

Encl: (1) COMNAVAIRLANT Aircraft Evacuation Plan
(2) Meteorology and Oceanography (METOC) Activities List

1. Purpose. To promulgate detailed aircraft destructive weather evacuation procedures for Commander, Naval Air Force, U.S. Atlantic Fleet aircraft. Due to extensive revision, paragraph markings have been omitted. This instruction should be read in its entirety.

2. Cancellation. COMNAVAIRLANTINST 3141.1K

3. Discussion

a. Responsibilities and guidance are specified herein for coordination of aircraft evacuation and/or hangar procedures of COMNAVAIRLANT assets for the purpose of avoiding destructive weather.

b. Aircraft Evacuation Conditions I through IV have been eliminated. New Aircraft Status Reports have been established (explained in paragraph 7 below). Tropical cyclone conditions and sortie conditions shall not be confused with Aircraft Evacuation Status Reports.

c. Aircraft Hurricane Evacuation Zones have been eliminated.

d. Most instances of destructive weather for COMNAVAIRLANT aircraft are associated with tropical storms/cyclones. Associated wind forces and storm surge may vary from 34 knots to greater than 135 knots and one foot to greater than 18 feet, respectively. As a result, the decision to either evacuate or hangar aircraft must be left up to the discretion of appropriate authority as determined in paragraph 4a below. Worst case forecasts should be considered in this decision process.

e. COMNAVAIRLANT Evacuation Control Officer (ECO) is N34A, telephone: (757) 444-7662, DSN 564 and facsimile: (757) 445-9515, DSN 565. After working hours in the duty office, telephone: (757) 444-2928, DSN 564 and facsimile: (757) 445-1231, DSN 565.

4. Definition. Destructive weather is defined as winds of 50 knots or greater.

5. Responsible Authorities

a. The following are assigned the responsibility for submitting Aircraft Evacuation Status Reports. In addition, they shall report to COMNAVAIRLANT when secured from aircraft evacuation and sheltering procedures.

(1) Type Wing Commanders for squadrons under their administrative command.

(2) Naval Air Station Commanding Officers for aircraft assigned to their respective air station (i.e., C-12, H-3, H-1, etc.).

(3) Air Test and Evaluation Squadron 1 for their assigned aircraft.

b. The commanding officers mentioned above in paragraph 5a are responsible for ensuring appropriate sheltering of their aircraft. However, NAS commanding officers may determine aircraft evacuation is mandatory due to hangar space restrictions, infrastructure limitations, or any other reason related to their ability to provide support. Any irreconcilable differences regarding evacuation will be resolved by COMNAVAIRLANT.

c. Annually, prior to 15 April, commanding officers specified in paragraph 5a above shall ensure the following are completed.

(1) An ECO is appointed and COMNAVAIRLANT ECO (N34A) is contacted, notified of the appointment, and a primary refuge base is assigned.

(2) The ECO has established preliminary liaison with the primary refuge base assigned by COMNAVAIRLANT (N34A). Visits to assigned refuge bases are authorized to resolve support equipment, ground personnel, berthing, messing, supply, transportation and aircraft security issues.

(3) The ECO has submitted a COMNAVAIRLANT Aircraft Destructive Weather Evaluation Plan, enclosure (1), to COMNAVAIRLANT Operations (N34A).

(4) Liaison with the local METOC activity, enclosure (2), to ensure aircraft shelter preparation for and/or evacuation from destructive weather occurs at the appropriate time.

(5) Liaison with air station Air Traffic Control (ATC) personnel is accomplished to ensure expeditious clearance for evacuation.

d. NAS ATC personnel shall be responsible for the following:

(1) Preparing and maintaining aircraft destructive weather evacuation plans.

(2) Maintaining liaison with the appropriate Federal Aviation Agency (FAA) Air Route Traffic Control Center (ARTCC)/Flight Service Station (FSS) for the purpose of aircraft destructive weather evacuation.

(3) Coordinating, if necessary, temporary restrictions on the use of flight facilities, to include the possibility of base closure.

(4) Issuing Notices to Airmen (NOTAMS) as necessary.

e. METOC activities at NASs with COMNAVAIRLANT aircraft shall inform their points of contact as established in paragraph 5c(4) above, when forecasts meet the requirements for reporting as described in paragraph 7 below.

6. Action

a. When destructive weather is forecast at the location of COMNAVAIRLANT aircraft within 96 hours, the ECO shall begin planning the aircraft sheltering process. Close coordination with METOC personnel from enclosure (2) shall be established.

b. When destructive weather is forecast at the location of COMNAVAIRLANT aircraft within 72 hours, the ECO shall ensure the aircraft evacuation status reporting process is initiated.

c. When destructive weather is forecast at the location of COMNAVAIRLANT aircraft within 48 hours, the ECO shall initiate all processes necessary to ensure all aircraft are in a hangar or evacuated (except aircraft which cannot be sheltered) within 36 hours. This includes, but is not limited to, preparing hangars, flight plan preparations, aircraft pre-flight, pre-positioning of liaison officers to refuge bases, aircrew rest considerations, evacuation of instrument restricted aircraft and ensuring coordination with air station ATC personnel.

d. When destructive weather is forecast at the location of COMNAVAIRLANT aircraft within 24 hours, the ECO shall, if not already initiated, begin aircraft evacuation.

e. When destructive weather is forecast at the location of COMNAVAIRLANT aircraft within 12 hours, all aircraft shall be in a hangar or evacuated. With COMNAVAIRLANT approval, completion of aircraft hangar procedures may be delayed; and aircraft evacuation may continue beyond 12 hours prior to the onset of destructive weather.

7. Evacuation Reporting Procedures. Aircraft Evacuation Status Reports (AESRs). All reports shall be submitted to COMNAVAIRLANT Operations (N34A) or Staff Duty Officer after hours using enclosure (1). If the forecast indicates an Aircraft Evacuation Status Report may be due after working hours, the ECO may report them early prior to close of business. A facsimile, followed by a telephone call confirming receipt, is the preferred method of transmitting AESRs. If unable, an Op Immediate message and telephone call is an acceptable substitute. The following reports are due when destructive weather is forecast at the location of COMNAVAIRLANT aircraft within the time indicated in the title of the report. The Final AESR may be substituted whenever preparations are complete. Once submitted, no further Aircraft Evacuation Status Reports are required.

a. 72 hour AESR

- (1) Quantity of aircraft, by type, to be in a hangar
- (2) Quantity of aircraft, by type and refuge base, to be evacuated
- (3) Quantity of aircraft, by type, unable to be sheltered and the reason they cannot be sheltered

b. 48 hour AESR

- (1) An update to the information in paragraph 7a(1) above
- (2) Which sheltering provisions have been completed

c. 24 hour AESR

- (1) An update to the information in paragraph 7a(1) above
- (2) Which sheltering provisions have been completed

d. 12 hour AESR. The 12 hour AESRs may be extended to six hours prior to the onset of destructive weather with COMNAVAIRLANT approval.

- (1) An update to the information in paragraph 7a(1) above
- (2) Which sheltering provisions have been completed
- (3) A Point of Contact (POC) for each refuge base

e. Final AESR

- (1) Quantity of aircraft, by type, in a hangar
- (2) Quantity of aircraft, by type and refuge base, evacuated
- (3) Quantity of aircraft, by type, unable to be sheltered and the reason they are not sheltered
- (4) A POC for each refuge base as applicable

8. Secure from Aircraft Evacuation

a. Following passage of destructive weather and/or destructive weather predictions, the ECO shall notify COMNAVAIRLANT Operations (N34A) of the following information:

- (1) The time aircraft evacuation preparations and procedures were canceled
- (2) Estimated time all evacuated aircraft will return to home base

b. The ECO shall notify COMNAVAIRLANT Operations (N34A) as soon as all aircraft have returned to home base.

“Signed”
R. L. LEITZEL
Chief of Staff

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OCT 28 1996

AIRCRAFT DESTRUCTIVE WEATHER EVACUATION PLAN

COMMAND:

DATE:

TYPE A/C	A/C RANGE	QUANTITY OF A/C TO BE EVACUATED / REFUGE BASE	QUANTITY OF A/C NOT EVACUATED TO REMAIN IN A HANGAR	QUANTITY OF A/C NOT EVACUATED NOT IN A HANGAR

REFUGE BASE COORDINATOR:

EVACUATION CONTROL OFFICER:
(RANK/NAME/TELEPHONE/FAX)

REMARKS:

METROLOGY AND OCEANOGRAPHY ACTIVITIES (METOC) LIST

<u>METOC Activity</u>	<u>Telephone Number</u>
NAVLANTMETOC Center, NAS Norfolk VA	DSN 564-7750 C (757) 444-7750
METOC Facility, NAS Jacksonville FL	DSN 942-2541 C (904) 772-2541
METOC Detachment, NAS Brunswick ME	DSN 476-2624 C (207) 921-2624
METOC Detachment, NAS Cecil Field FL	DSN 860-5862 C (904) 778-5682
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METOC Detachment, NAS Mayport FL	DSN 960-6196 C (904) 270-6603
METOC Detachment, NAS Oceana VA	DSN 433-2150 C (757) 433-2150
METOC Detachment, NAS Patuxent River MD	DSN 342-3174 C (301) 342-3175
METOC Detachment, USNAS Roosevelt Roads PR	DSN 831-4580 C (809) 865-4580